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Illinois Commerce Commission  
RAIL SAFETY SECTION

February 12, 2003

Docket Number 703-0015

BEFORE THE ILLINOIS COMMERCE COMMISSION

PETITION BY THE ILLINOIS STATE LEGISLATIVE BOARD, UNITED  
TRANSPORTATION UNION, FOR A RULEMAKING COVERING SAFE WALKWAYS

The Illinois State Legislative Board, United Transportation Union, hereby petitions the Illinois Commerce Commission for a rulemaking to require safe walkways for railroad employees in the state. The UTU represents the crafts of employees known as switchmen, trainmen, hostlers and hostler helpers, conductors, and engineers, all of whom are required to traverse walkways in the performance of their duties.

The said proposal is attached as Exhibit 1. The sole purpose for this request is safety. Unfortunately, Illinois consistently ranks as having the second or third worst railroad safety record in the U.S., depending on the specific category involved. Regarding statistics covering walkways, the FRA has several categories of reportable conditions which relate to walkway caused injuries, these include injuries when one slipped, fell, stumbled, etc. due to irregular surface; stepping down; stepping over; and walking. Not surprisingly, according to the latest statistics provided by the FRA, Illinois ranks as the worst in such injuries to railroad workers.

There is a recent development which adds to the necessity for safe walkways. The UTU has entered into an agreement with most of the railroads in the state for the operation of remote control devices. The agreement was approved in an arbitration on January 10, 2003 by a Special Board of Adjustment created pursuant to the Railway Labor Act. Such devices allow for the operation of a locomotive outside the

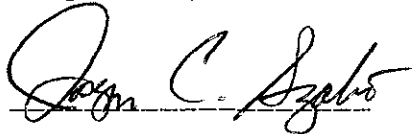
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cab of the locomotive. The device is trapped to the employee and contains knobs and switches for the employee to control the movement of the locomotive. While the device is about the size of a shoebox, it is a bit cumbersome and creates some concern for instability while walking, and, at times, may impede clear sight of the ground.

The problem of unsafe walkways is endemic state wide. We are proposing a rule similar to one agreed to in 2002 by BN/SF and UP/SP in the state of Nevada by consensus agreement (Exhibit 2) . All new tracks constructed must comply with the new standards. Regarding existing allegedly unsafe walkway areas, they would be subject to a consensus agreement which provides for the interested parties to inspect and identify problem areas, and agree to appropriate improvements. If the parties cannot agree upon an appropriate remedy at a particular location, the Commission would make the final binding decision.

For the aforesaid reasons, UTU respectfully requests that the Commission grant the Petition.

Respectfully Submitted,

A handwritten signature in dark ink, appearing to read "Joseph C. Szabo", written over a horizontal line.

Joseph Szabo, Director  
State Legislative Board  
United Transportation Union

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Chicago, Illinois 60603  
Phone: 312-236-5353

City of Chicago )

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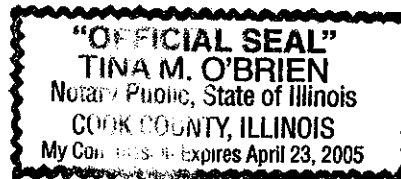
County of Cook )

Sworn to and subscribed before me this 12 day of Feb  
2003.

Tina M O'Brien

Notary Public

My commission expires: April 23, 2005



## EXHIBIT 1

### SUBPART H. WALKWAYS ADJACENT TO TRACKS

#### Section 1500.900

1. Every railroad shall construct and maintain adjacent to at least one side of its tracks, walkways on all newly constructed bridges and trestles.
2. Every railroad shall construct and maintain adjacent to at least one side of its tracks walkways on all bridges and trestles designated by the Commission after a hearing. Except as provided in subsection 3, walkways must be located so that they will provide a minimum side clearance of 8 feet from the center of the track to the outside edge of the walkway.
3. Compliance with the 8-foot requirement referred to in subsection 2 will be waived by the commission with regard to all designated bridges and trestles which presently have minimum side clearances of less than 8 feet if the common carrier railroads are able to show to the Commission's approval that compliance with the 8-foot requirement is structurally or economically unfeasible.
4. All walkways must be kept free from obstacles which would render them unsafe or difficult to traverse on foot, except as to those facilities whose minimum clearances are prescribed by other sections of this chapter. Any obstacle which a railroad knows or should have known would render a walkway unsafe or difficult to traverse on foot shall be removed promptly.
5. Walkways must be equipped with a securely attached handrail located on the side of the walkway farthest from the track, except no handrails are required on through girder structures. Handrails must be located so as to comply with the clearance standards set forth in Part 1500 of the Commission's regulations.
6. Walkways on structures must conform to standards for walkways along railroad roadbed, as found in this Subpart H, as to width, surface and vertical placement with respect to standard, in and around switches, yards and other areas where employees have occasion to be on the ground, except, that the inside edge of walkways may be replaced closer than 6 feet from the nearest rail when necessary.
7. The provisions of this section do not apply to culverts.

#### A. Walkways Adjacent to Track

1. Applicability of rules
  - (a) Walkway standards in Section 2 will apply to all new railroad trackage constructed after the adoption of this regulation.
  - (b) All trackage constructed after adoption of this regulation shall not be placed in revenue service until walkways conforming to the applicable standard are completed.
  - (c) Upon notice and hearing, the commissioner may require walkways to be constructed or maintained along one or both sides of railroad tracks in industry areas, yards, main line, branch line and short line trackage in the State of Illinois where needed and to the extent practicable to eliminate any unsafe walkway condition.
2. Walkway standards
  - (a) Standard No. 1 shall be minimum walkway standard for mainline track, Standard No. 1 shall apply to both sides of the track. (See drawing of Standard No. 1).
  - (b) Standard No. 2 shall be the minimum walkway standard main line, and branch line track at sidings. Standard No. 2 shall apply to the outside of the main line and branch line track at sidings and shall meet the dimensions of Standard No. 1 (See drawing of Standard No. 2).

- (c) Standard No. 3 shall be the minimum standard walkway for all yard tracks and in advance thereof; where employees would regularly be on the ground while working. Standard No. 3 shall also apply at industry turnouts and at spotting areas except as provided by Standard Nos. 4 and 5. In yards where substantial switching is performed, walkways shall be provided between tracks, as well as along tracks, bordering the yard or switching area. These walkways shall be continuous between tracks unless tracks are more than 17 feet apart. (See drawing of Standard No. 3)
- (d) Standard No. 4 shall be the minimum walkway standard for mainline turnouts entering yards and serving industry tracks. Walkways shall have a minimal width of 6 feet and shall extend from 50 feet ahead of the switch stand to 25 feet behind the 12 foot 6 inch clearance point on the switch stand side, except as provided by Standard No. 6. (See drawing of Standard No. 4).
- (e) Standard No. 5 shall be the minimum walkway standard for branch line turnouts and at all power operated turnouts. Walkways shall have a minimum width of 5 feet and shall extend from 50 feet ahead the switch stand to the 12 foot 6 inch clearance point on the switch stand side, except as provided by Standard No. 6. (See drawing of Standard No. 5).
- (f) Standard No. 6 shall be the minimum walkway standard for mainline turnouts used frequently for switching cars. Walkways shall have a minimum width of 6 feet and shall extend from 125 feet ahead of the switch stand to 25 feet behind the 12 foot 6 inch clearance point on the switch stand side). (See drawing of Standard No. 6).

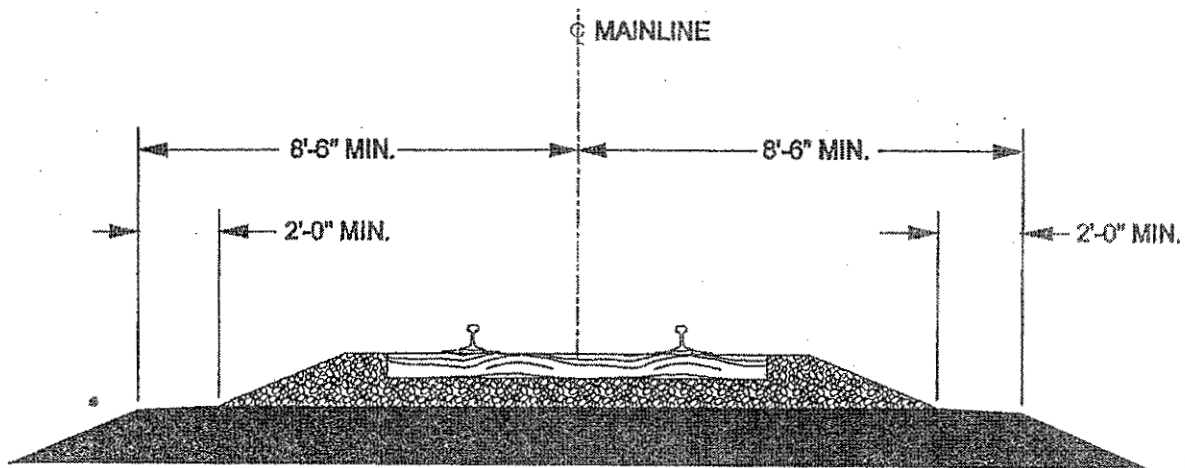
### 3. General walkway provisions

- (a) Walkways shall provide a reasonably regular surface and may have a gradual slope not to exceed approximately one inch in eight inches, except where the railroad trackage grade is in excess.
- (b) Walkways shall be surfaced with crushed material, asphaltic concrete, planking or other material to provide a surface that is smooth and safe to perform duties about trains, without compromising track drainage. When crushed material is used in yards, 40 to 75 percent of the material must be capable of passing through a three quarter inch square sieve opening and 100 percent of the material must be capable of passing through a one and one-half inch square sieve opening. Where crushed material is used in turnouts, 60 to 90 percent of the material must be capable of passing through a one and one-half inch square sieve opening. Walkway surfaces shall be kept reasonably free of spilled fuel oil, sand, posts, rocks and other hazards and obstructions.
- (c) On curves exceeding 18 degrees, all walkways shall be at least one (1) feet wider than standard, except where impractical.
- (d) Nothing in this section shall relieve the carriers of the obligation to provide a safe place for their employees to work.

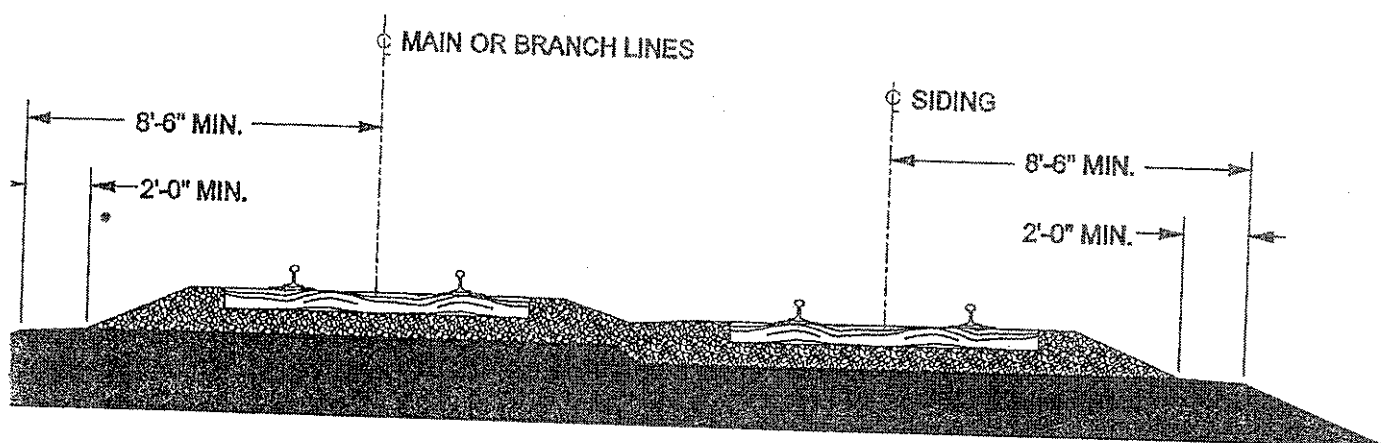
### 4. Compliance

- (a). Compliance with the walkway standards is hereby excused during periods of heavy rain or snow, derailments, rock and earth slides, washouts and like unforeseen conditions, including a reasonable time period after return to normal to permit restoration of walkways.

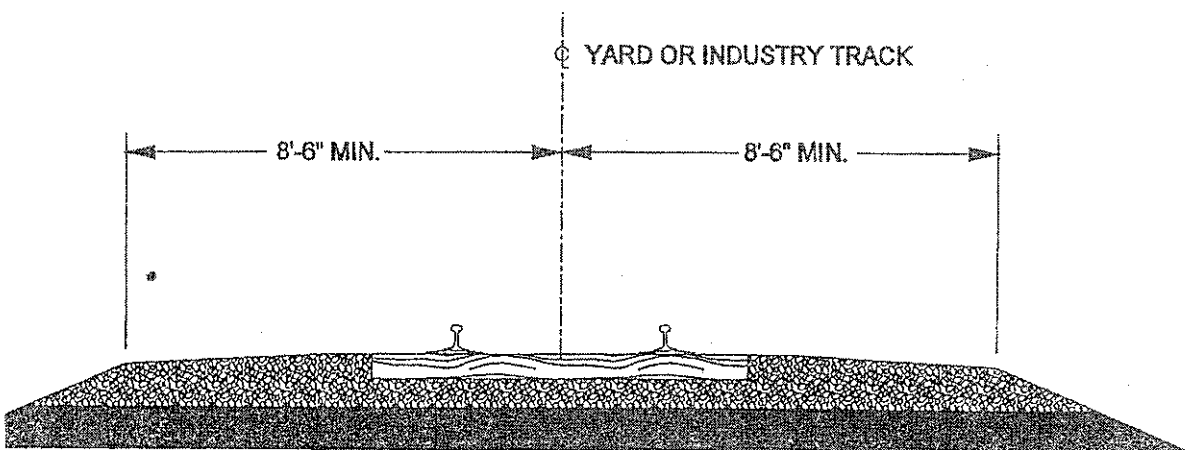
5. The consensus agreement attached hereto as Exhibit A is incorporated by reference and made a part hereof.



**STANDARD NO. 1**  
**WALKWAYS ALONG MAINLINE TRACKS**



**STANDARD NO. 2**  
**WALKWAYS FOR MAIN AND BRANCH LINES AT SIDING LOCATIONS**



### STANDARD NO. 3

WALKWAYS IN YARDS AND POINTS WHERE INDUSTRIAL SWITCHING IS PERFORMED, BUT NOT LESS THAN 50 FT. IN ADVANCE OF TURNOUT